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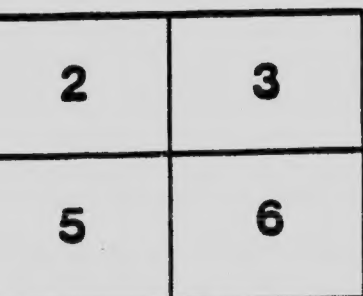
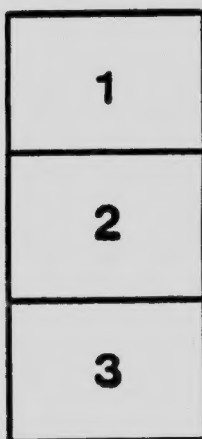
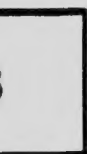
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Address of John Waldie, Esq., President Lumbermen's
Association of Ontario, at Annual Meeting,
Toronto, January 29th, 1901

Library of Parliament

THE Lumbermen's Association of Ontario, which meets to-day, is not an organization conducted on purely selfish lines, but rather one that looks forward to placing the industry of the manufacture of our forest products in a position to assist in the upbuilding of the whole country. With this end in view, we organized and supported the movement which brought about legislation that all logs taken from lands under license from the Crown should be sawn in Canada, and it was one which has resulted in the greatest good to the greatest number. The workmen's wage from the tree to the car has improved. Not a single machine shop from Ottawa to Sarnia but has had increased work supplied, giving reasonable profits divided amongst all trades, as mills which were rotting down are now employing men and using supplies and machinery.

The year 1899 was, and will continue to be, a banner year to lumbermen. The stock at the mills, the product of the low prices prevailing in 1898 and previous years for labor and supplies, gave a low cost and the active demand and real scarcity forced prices to the highest point at the end of the year. When stock-taking arrived a year ago, the balance of profit was not only satisfactory to the operator, but to his banker, who had looked upon the manufacturing conditions as endangering the trade with the United States. We are glad to say all those fears have passed away. The year 1900, while reasonably profitable, does not show such good results, owing to the enhanced cost of production and to a higher price for stumpage where this had to be purchased, but on the whole the result was satisfactory.

We enter the new year and a new century with a very limited stock of sawn lumber to meet the ever increasing local and foreign demand, and for the next six months, at least, there need be no drop in prices. Owing to the advance in wages and supplies, we need not look for a profit in the future such as the past two years has given us. Others are now sharing in the prosperity. Wages in the woods have advanced in two years from \$16.00 to \$26.00 a month, with board. This is 60 percent advance. Supplies have shared the general advance, and the farmer who pays more for his lumber to-day, gets it back from the lumbermen in the higher prices current to-day for bacon, butter and horses.

To illustrate: A lumber company purchased two carloads—say 30 horses—in 1897 at an average of \$65.00 each. The same company bought two carloads—say 30 horses—within the past three months, and the average cost was \$135.00 per horse, and the woods foreman pronounced the purchase at the low price the best horses.

Lumbermen have always been free distributors of money, and as another result of the manufacturing condition attached to the business, it has elevated the people of Ontario in the eyes of our neighbors and strengthened the sentiment of National self-reliance amongst our people. We must continue to insist that our Dominion Government shall adopt a tariff against lumber and all wood products entering into competition, remove them from the free list, and relieve the lumber industry from the unequal competition of lumber manufactured and freighted under more favorable conditions. To-day, labor, machinery and mill supplies are higher in Canada than in the United States, and when low transportation rates on lumber are given from the Southern States, we in Ontario are placed in competition with the cheap colored labor of the South; and lumbermen in New Ontario and British Columbia are at a disadvantage when competing with Oregon and Washington Territory for the trade of our Prairie Province. The advantages given and favors shown by the whole country to Manitoba while a young and struggling Province, are surely entitled to consideration, and that Province now being of age, may fairly be asked to

accept the general policy of the Government equally with the other Provinces.

Ontario industries are paying a million dollars a year by way of a duty on soft coal, which is a tax local in its application owing to distance from our own coal mines, and this tax is either for revenue or the protection and advantage of the coal industry of Nova Scotia and Cape Breton. So that if Manitoba should pay a tax on a portion of her lumber consumption, it is only fair; and it is an error to suppose that Manitoba alone would pay the duty on lumber, as to-day Ontario imports lumber as extensively as the West.

The railway facilities afforded to the lumber trade have not kept pace with the improvement for transportation in other directions. Old light capacity flat cars are too often all we get, and even those too frequently during our busiest season are largely withdrawn to be used for ballasting the road-bed of the railway, and box cars are withdrawn for grain when that trade demands. We would urge upon the railways the need there is for an increase of their stock of large and heavy flat cars.

The difference in freight rate charged between Hardwood of the same value as Pine, and Pine lumber, which the Hardwood Section urged this Association to try and get removed, has been accomplished. The Freight Agents' Association, with their usual foresight, saw the unfairness (and their opportunity at the same time), and they RAISED THE RATE ON PINE. There have been since the advance in lumber, relative advances in freights, so that to-day contractors for the public works of Canada find it to their advantage to purchase Hemlock in the United States, and for Pine they largely use the Pitch Pine of the South. Even in these good times, lumber will not stand a freight rate of \$4.00 per M. feet from mill to consumer with prices of Canadian stumpage, labor and supplies brought into competition with cheap labor and stumpage in the Southern States. Twenty years ago the Northern Railway carried lumber into Toronto at \$1.00 per M. feet, and the old Midland Railway did the same to Port Hope. To-day the average is over \$2.00 per M. feet. Rates have been steadily advanced on

lumber as well as other lines, and the tendency of railway management in this new century, with the large accumulation of wealth in few hands, used not for benefitting mankind, but in the absorbing of transportation companies, so as to make those who are rich richer, by increasing freight rates to the highest point the traffic will stand, will in the end be met with an outburst of Socialism, to the injury of all. We believe this can be averted in Canada if our Dominion and Provincial Governments stop granting subsidies to promoters for the purpose of building railroads to open the country. Let the Governments, both Provincial and Dominion, build and own the roads the same as the municipalities do the highways. Let transportation companies operate on terms to be agreed upon, either by allowing a portion of the gross earnings to go to the Governments, or on some other terms to be adopted; in each case the people owning the road, through their representative, will have a say. This will come, and whether through a Ross, a Whitney, a Laurier or the yet unknown, the man who has courage to adopt it will be considered a PATRIOT and a STATESMAN.

In this period of combines and monopolies, this Association is to be congratulated that no effort has been made by them with a view to raise prices, but have contented themselves with the market price given them by the ordinary law of supply and demand.

We are pleased to notice that the Ontario Government have taken up the subject of perpetuating the White Pine lumber industry by a system of re-forestation and fire-rangings. Our own observations confirm those of the Government officers, that Pine follows Pine, and where soil is good the growth of young Pine is from $1\frac{1}{2}$ to 3 inches increase in diameter in 10 years. These measurements were taken from trees 8 to 13 inches in diameter. We hope all lumbermen will heartily co-operate with the Government by leaving all healthy young trees standing where too small for logs, instead of stripping the ground as some do.

**Memorial Presented to the Dominion Government by the
British Columbia Lumber and Shingle
Manufacturers' Association.**

The Right Honorable Sir Wilfrid Laurier, G.C.M.G., P.C.
Premier, and Members of the Dominion Government.

Sirs :—

On three former occasions in 1898, 1899 and 1900, we, the Lumber and Shingle Manufacturers of British Columbia, have addressed you on the subject of anomalous and unfair conditions under which we have to carry on our trade, in the hope that some alleviation of these conditions would be effected by legislation in the direction of the imposition of customs duties on lumber and shingles imported into Canada from the United States.

We have to regret that so far nothing has been done with reference to this matter, which is of so much vital importance to us that we are forced again to bring the subject to your notice, in the hope that conditions may now permit of a favourable consideration of our desires.

The chief burden of our complaint is that our trade is unfairly discriminated against under the present tariff, being, we believe, the only manufacturing industry in Canada which is left totally without protection in our own home markets, whilst contributing largely to the more prosperous conditions of other manufacturers and producers whose manufactures we use, and for which we pay enhanced prices consequent on the protection which they enjoy under the present existing tariff from the competition and cheaper price of like manufactures and productions in the United States.

Our industry contributes largely to the revenues of both Dominion and Provincial Governments in timber dues and by customs duties on all machinery and supplies used in the production of our commodities, or, as we have already pointed out, we con-

tribute to the prosperity of manufacturers of machinery and saw mill supplies of all kinds, and to that of millers and farmers by paying to them higher prices as before referred to, and to that of railways by the carriage of these supplies and of our own productions. On the other hand, when a contractor requires timber for some important Government work, such as a canal or bridge, a railway for bridge or trestle work, a manufacturer for a new factory or mill, or a farmer for a new barn or dwelling, and we ask for our production a mere living price, we are met with the reply that Pitch Pine from the United States can be obtained at cheaper prices, or Pine from Minnesota can be got at less cost, and that even our own description of lumber can be bought cheaper on Puget Sound, which may be possible, as they can produce cheaper, because all their supplies cost less.

The above is not a distorted representation, but the true state of our trade, and we trust that it may clearly show the injustice of the conditions under which our business lies.

We have had to base the prices of our productions on those of producers who have advantages towards cheap manufacture which we do not possess. The imposition of a duty on lumber and shingles is not sought for as a means of increasing prices, and competition between the many Canadian producers would prevent this if attempted, but the United States manufacturers having a protected home market of their own in which they make every effort to maintain prices, regularly disturb our conditions and prices by using our Canadian markets as a dumping ground in which to unload their surplus stock at prices below what they will accept in their own markets, or at which we can, under present conditions, manufacture, and it is from this unfair competition we ask protection.

The unfairness and anomaly existing in the before described condition is still further intensified by the position that not only is our Canadian home market open and free to the manufacturers of the United States, from whom neither Dominion or Provincial Governments derive any financial support, nor do they aid in the development of our country ; but our products are shut out of their

country by the duties imposed on them of \$2 per 1000 feet of lumber, and 30 cents per M. on shingles.

It is a recognized fact that the extension of this market and consequent increase of the volume of business done, assists the manufacturer in reducing the cost of production, and it is to this that we look for an improvement in our condition if our own markets are protected from invasion, but it can never be attained under present existing circumstances.

While we have to compete with our neighbors to the south in the markets of the world common to us both, a considerable portion of our product not suited to foreign trade must be disposed of at home, and this our mills cannot do, so that in foreign trade also we are handicapped, as the lumber produced for that branch of the business has to bear to some extent the loss on the other, and producers find themselves loaded with an ever increasing surplus for which it is impossible to find a sale.

On the other hand, the manufacturer in the United States has the markets of the world at large and of Canada open to him on the same terms as ourselves, and in addition has his large home market from which we are practically debarred.

We are not afraid of competing with the United States manufacturer on even terms, that is to say, on the terms of free lumber between both countries, but we must denounce in the strongest terms the unfairness of the one sided relations which now exist.

Instead of the manufacture increasing in our own country, the tendency is towards establishing new plants in adjoining United States territory, and this has already been done, the raw material being derived from British Columbia, manufactured in the United States, and thus has the advantage of both United States and Canadian markets. The inducement towards such a course must be so evident that we trust your Government will see the advisability of taking measures to obviate Canadians being driven to such an alternative.

We would respectively again urge the propriety and necessity of imposing a duty on lumber and shingles entering Canada from the United States equal to that levied by the United States on the same products when entering the United States from Canada,

which at present is \$2 per 1000 feet on lumber, and 30 cents per M. on shingles ; to be lessened or abolished when it is made to appear to the Governor General in Council that such course has been taken by the Government of the United States.

We feel that the imposition of an import duty on such terms should be due to our own dignity as a country, would be of general benefit not only to the trade, but to the people and country at large, without inflicting a hardship on any.

We again beg to urge on the Government through you that the unanimous wishes of our industry throughout the Dominion receive your practical consideration during the coming session of Parliament.

We have the honor to be, Sirs,

Your obedient servants,

(Signed) JOHN HENDRY, President,
HILTON KEITH, Act. Sec'y,

B. C. Lumber & Shingle Manufacturers' Association.

VANCOUVER, B. C., January 16th, 1901.

